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CONTENTS	PAGE
 INTERNATIONAL ECONOMIC RELATIONS	
Survey of 30 Years of Cooperation Between USSR, East Germany (M. Kovalev; SOTSIALISTICHESKAYA INDUSTRIYA, 3 Oct 79)...	1
Czechoslovakian Foreign Trade Within CEMA (EKONOMICHESKAYA GAZETA, Nov 79).....	4
Kryukov Article on Soviet-Norwegian Trade (Ye. Kryukov; SOTSIALISTICHESKAYA INDUSTRIYA, 21 Oct 79).....	7
Plans for Bulgarian-Soviet Economic Cooperation Outlined (O. Rybakov, R. Ultanbayev; EKONOMICHESKAYA GAZETA, Oct 79).....	9
Economic Ties With Latin America Described (V. Simonin; STROITEL'NAYA GAZETA, 16 Sep 79).....	14
 Briefs	
Trade With FRG	16
Japanese Grinding Machines	16
British Gear-Slotting Machines	16
German Horizontal Boring Mill	16
Internal Grinding Machines	17
Alkylic Phenol	17
Vacuum Electric-Arc Furnace	17
Italian Carpets	17
Oil Drilling Near Sakhalin	17
Heavy Tires	17
Diesel Motor Assembly Line	17

CONTENTS (Continued)

Page

Italian Laser Purchase	17
French Motor Order	17
Soyuz Pipeline Completed	18
Belgian Mine Pump Order	18
Soviet Turbines for Telefunken	18
Circulating Compressors Ordered	18
Soviet Computer Purchase	18
Japanese Instruments Ordered	18
Soviet Orders of Elevators	18
Soviet Equipment for Iraq	19
Finnish Drilling Platforms	19
Finnish Ships	19
Spanish Bank in Moscow	19
Soviet-Finnish Trade	19
Soviet Equipment to Turkey	19
Italian Low Loaders	20
'Lada' Exports	20
Japanese Seamless Tubes	20
Dutch Dredger Technology	20
Scientific-Technical Cooperation	20
Italian Electric Motors	20
Japanese Multiple-Shot Moulding Machine	21
Japanese Tubes	21
Soviet Wheel Sets	21

CONSUMER GOODS AND DOMESTIC TRADE

More Containerized Shipments Advocated (A. Yakovlev; SOVETSKAYA ESTONIYA, 6 Sep 79).....	22
Computerizing Wholesale Trade Operations in the Ukraine (V. Kovalev, F. Krutinov; SOVETSKAYA TORGOVLYA, 23 Oct 79).....	28
New Planning-Design Bureau for Management Systems Set Up (SOVETSKAYA ESTONIYA, 30 Sep 79).....	34

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

Legislation on Labor of Minors (M. Gasanov; SOTSIALISTICHESKAYA ZAKONNOST', Jul 79).....	37
Zhurikov on the Role of Wage Rates for Kolkhoz Workers (V. Zhurikov; EKONOMICHESKAYA GAZETA, Nov 79).....	41

CONTENTS (Continued)

Page

TRANSPORTATION

Ministry of Railways Calls for Improved Railroad Performance (SOTSIALISTICHESKAYA INDUSTRIYA, various dates).....	45
Railroad Performance in Winter, by A. Shramov Railroad System Improvements Needed, by B. Morozov	
New Super-Express Train ER-200 (V. Petrov; IZVESTIYA, 17 Nov 79).....	51
Summary of October Train Traffic (GUDOK, 17 Nov 79).....	53

INTERNATIONAL ECONOMIC RELATIONS

SURVEY OF 30 YEARS OF COOPERATION BETWEEN USSR, EAST GERMANY

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 3 Oct 79 p 3

[Article by M. Kovalev, Deputy Chairman of the USSR State Committee for Science and Technology: "Contribution to Friendship"]

[Text] In an atmosphere of labor success, mass socialist competition, and new achievements in all areas of life, our German friends are celebrating the thirtieth anniversary of the proclaiming of the German Democratic Republic [East Germany].

During the past 30 years the GDR has traveled a glorious road of building a new life. The volume of industrial production during that time increased by a factor of 11, and the commodity turnover between the USSR and East Germany increased by a factor of 37. With regard to the volume of industrial production, East Germany is currently among the top ten countries in the world.

Speaking at the Soviet pavilion at the Leipzig Fair on 2 September 1979, General Secretary of the Central Committee of the SED [Socialist Unity Party of Germany] E. Honecker said, "The friendship and cooperation with the USSR from the very first moment have been the highest guiding principle of our state. All that which is new and great, all that arose in our republic since then, would have been unthinkable with the fraternal aid of the Soviet Union and our close fraternal alliance with the country of Lenin."

One of the first agreements between the USSR and East Germany was the 1951 intergovernmental agreement of cooperation in the field of science and technology. It opened up for the scientists of the fraternal country broad access to the tremendous scientific-technical achievements of the Soviet Union, and made it possible for both states on a broad scale to exchange scientific-technical and production experience and to combine the efforts of specialists in the resolution of problems of great importance to the national economy both of the USSR and of the GDR.

At the present time the cooperation between our countries encompasses practically all areas of the national economy and is carried out both in the field of fundamental research and in applied research.

There has been broad development of the direct cooperation between scientific-research and construction-planning and designing organizations and a reinforcement of the direct contacts between the branch ministries and departments of both countries. Taking part in the implementation of more than 1000 scientific-technical topics and assignments are more than 500 organizations in 62 ministries of the USSR and 400 organizations in 25 East German ministries and departments.

The most important scientific-technical problems, which assure the acceleration of scientific-technical progress in the leading branches of the national economy and which require the involvement of considerable material resources on both sides, are resolved on the basis of intergovernmental and interdepartmental agreements. At the present time more than 80 such agreements have been signed.

A typical feature of the joint operations on the basis of agreements in the complete cycle of operations -- from joint elaborations to the use of the obtained result, the organization of industrial production.

For example, that is the situation that pertains with the joint operations to create a plasma smelting furnace with a capacity of 25-30 tons and to improve the technology of plasma smelting. A large number of the most diverse problems were resolved for the first time by a tremendous collective of scientists, engineers, and workers in both countries. And that is understandable, since furnaces such as these have no analogues in world practice. In January 1977, at the quality-steel plant in the city of Freital, the furnace was put into operation. It had been manufactured at the Novosibirsk Electrothermal Equipment Plant and had undergone its first tests there.

Cooperation began to develop in the field of construction and of building materials.

Contacts between our states have been taking on greater and greater scope in such frontiers of science as space research.

For many years East Germany has been participating actively in joint research in the Interkosmos program, particularly in the problem of studying the upper strata of the atmosphere and the earth's natural resources with the use of satellites. A high evaluation was placed on the joint work of developing the MKF-6 multizone photo camera, which is designed for remote-control probing of the earth. That camera functioned flawlessly on board the manned Soviet space ship, Soyuz-22. A continuation of that cooperation was the joint flight of the Soviet cosmonaut B. Bykovskiy and East Germany's first cosmonaut Z. Jena.

Constant attention is devoted to developing friendly relations on the basis of contracts. The Soviet and German organizations have developed a time-responsive system for a YeS EVM [Unified System of Electronic Computers], and have begun to test models of stations for the USSR and East Germany in an integral communications system for analog-digital switching.

With the development of cooperation on the basis of contracts and agreements, there has been a considerable improvement in the work involved in joint inventiveness. To date more than 300 joint inventions have been created.

The development of bilateral scientific-technical ties is promoted by the close contacts, the reciprocal exchange of experience between the USSR State Committee for Science and Technology and the East German Ministry for Science and Technology in the area of planning and financing of scientific-research projects and the introduction of their results into practice, and also with regard to questions of increasing the effectiveness of scientific-technical cooperation. With the involvement of the leading scientists, consultative sessions are organized to deal with draft versions of plans for the development of science and technology over the long term, as well as summational consultative sessions dealing with the coordination of the five-year plans for the development of science and technology.

The USSR and East Germany, taking all steps to develop the bilateral scientific-technical cooperation and actively participating in the multi-lateral cooperation among the socialist country, are making a large contribution to the socialist economic integration of the CEMA countries and to the reinforcement of the socialist community.

Everything that is good and beneficial that has been done by joint efforts during the course of the cooperation is viewed by Soviet citizens as an important contribution to the reinforcement of the friendship between the USSR and East Germany, and Soviet citizens wish the workers in that republic new creative accomplishments on the path of building a mature socialist society.

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INTERNATIONAL ECONOMIC RELATIONS

CZECHOSLOVAKIAN FOREIGN TRADE WITHIN CEMA

Moscow EKONOMICHESKAYA GAZETA in Russian No 47, Nov 79 p 23

[Item by Czechoslovakian Rapid R/A [Radio Agency?]: "Foreign-Trade Organizations of the Czechoslovakian Socialist Republic Make Proposals"]

[Text] Thirty years have passed since the creation of the Council of Mutual Economic Assistance. Since the very beginning of the formation of that international economic organization of socialist states, Czechoslovakia has been making its contribution to the carrying out of its goals in various forms of interaction with the CEMA participating countries.

The CEMA member states are Czechoslovakia's most important trade partners: the commodity turnover with them increased from 17.2 billion korunas in 1960 to almost 90 billion korunas in 1978. The participation of the CEMA member countries in the overall volume of Czechoslovakian foreign trade during recent years reached approximately 68 percent: the Soviet Union's share was 34 percent; East Germany, 11.6 percent; Poland, 8.8 percent; Hungary, 5.8 percent; Romania, 3.5 percent; Bulgaria, 2.6 percent; etc.

Czechoslovakia is a country with a well-developed processing industry, but one that does not have a sufficient quantity of raw materials or fuel-and-power resources. Cooperation with the CEMA member states helps to resolve the concomitant problems in the area of the national economy.

During recent years Czechoslovakia imported from the USSR and Poland approximately 5.2-5.6 million tons of stone coal. Shipments of liquid and gaseous fuel from the Soviet Union are of especially great importance. In 1978 Czechoslovakia imported 18 million tons of crude oil, of which 17 million tons came from the USSR. Thanks to the Druzhba gas pipeline, Czechoslovakia received a constantly increasing amount of natural gas. In 1979 the volume of shipments of this high-grade fuel will reach 7.2 billion cubic meters.

The USSR renders technical assistance in the construction of two nuclear electric-power stations in Czechoslovakia. On its part, Czechoslovakia is taking part in the construction of the Khmel'nitskaya nuclear electric-power station in the Soviet Union; after it has been activated, Czechoslovakia will receive from that electric-power station 3.6 billion kilowatt-hours of energy a year. By its participation in the construction of the main electrical-transmission line between the Ukrainian city of Vinnitsa and the Hungarian city of Albertirsa, Czechoslovakia guaranteed long-term shipments of 1.2 billion kilowatt-hours of Soviet electric energy a year.

The CEMA member states are helping Czechoslovakia by shipments of raw materials. In 1977 Czechoslovakia imported 16 million tons of iron ore, of which 13.3 million tons were from the USSR. The chief supplier of manganese ore to Czechoslovakia is Bulgaria. During the period 1976-1977, the Polish export of sulfur completely covered the shipments of that type of raw material for Czechoslovakia. Calcined soda is imported chiefly from East Germany and Romania, and potassium fertilizers from East Germany and the USSR.

Czechoslovakia provided the prerequisites for increasing the volume of import of fuel and raw materials by its participation in the construction of corresponding extracting and production capacities in the CEMA member countries. For example, by means of export shipments of machinery and equipment, Czechoslovakia helped to increase petroleum production in the USSR; participated in the construction of the Soyuz gas pipeline; has been making its contribution to the construction of Kiyembayevskiy Combine for the mining and processing of asbestos in the USSR, a nickel-production plant in Cuba; etc.

Czechoslovakia, on its part, is helping to improve various branches of the national economy in the CEMA member states. In the variety of Czechoslovakian export to those countries, the basic role is played by machinery, production equipment, means of transportation, and consumer goods. But Czechoslovakia also delivers to its partners certain types of raw materials, for example, coke and magnesite.

The share of Czechoslovakia's participation in the international division of labor among the states in the socialist community manifests itself with particular clarity in the field of machine-building.

Czechoslovakian enterprises, for example, participate in the production of equipment for nuclear electric-power stations with Soviet-designed light-water reactors. The Skoda industrial association in Pilsen will manufacture during the 1979-1980 period five high-pressure autoclaves for the reactors; two of them are intended for the Pecs electric-power station in Hungary, one for East Germany, and two for electric-power stations which are under construction in Czechoslovakia. By 1985, 18 additional autoclaves of this type will be manufactured in Pilsen.

The machine-building enterprises in Czechoslovakia are cooperating with Soviet partners in the area of developing and producing a number of

asynchronous electric motors. On the basis of credit granted by the International Investments Bank in Moscow, Czechoslovakia is expanding the production of heavy-duty trucks with air-cooled motors; most of the increase in production is intended for the CEMA member countries. Thanks to the cooperation between the Polish Ursus Plant and the Czechoslovakian (Zbroyovna) Plant, both these enterprises are currently the world's largest producers of heavy tractors. The (Vagonka-Tatra) Plant in Prague produces streetcars not only for Czechoslovakia, but also ships them to other socialist countries, as a result of which that enterprise has also become the world's largest producer of streetcars.

The cooperation among the CEMA member countries is also developing successfully in many other areas of the economy.

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INTERNATIONAL ECONOMIC RELATIONS

KRYUKOV ARTICLE ON SOVIET-NORWEGIAN TRADE

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 21 Oct 79 p 3

[Article by SOTSIALISTICHESKAYA INDUSTRIYA correspondent Ye. Kryukov, Oslo: "Searching for New Opportunities"]

[Text] The Seventh Session of the Intergovernmental Soviet-Norwegian Commission on Economic, Industrial, and Scientific-Technical Cooperation has recently concluded its work in Oslo. Our SOTSIALISTICHESKAYA INDUSTRIYA correspondent requested the First Deputy of Foreign Trade, and chairman of the Soviet side of the commission, M. R. Kuz'min to discuss the the development of the trade and economic relations between the USSR and Norway.

"The session gave a positive evaluation to the development of the economic, industrial, and scientific-technical cooperation between the USSR and Norway. During 1972-1978, that is, during the period that elapsed after the signing between our countries of the corresponding agreement and the creation of the commission, the volume of reciprocal trade increased significantly. During the current year we expect that it will constitute approximately 125 million rubles."

The export to Norway of Soviet motor vehicles is proceeding successfully. Our Zhiguli cars, which are known in the West by the name Lada, currently occupy, with regard to the number of sales, one of the first places among motor vehicles represented on the Norwegian market. It must be noted that there has been a large amount of positive work to develop the trade in machinery and equipment, which has been carried out in Norway by the (Konela Norge bil) and (Koneisto Norge) companies which were created with the participation of Soviet foreign-trade associations.

From year to year the structure of our sales to Norway have been supplemented with new commodities with a higher degree of processing. For example, last year we sent Norway for the first time a consignment of Soviet household refrigerators and sold a consignment of LTF veterinary vaccine.

Norwegian firms, which are distinguished by a high degree of specialization, could participate more actively in subdeliveries of individual types of equipment on the basis of contracts concluded by our foreign-trade associations with the firms in other countries. We might recall that in 1978 the very large Norwegian concern (Noshk gidro) delivered technological equipment for five plants involved in the production of complex fertilizers, the contract for the construction of which was signed with a Japanese firm.

During previous years we have purchased in Norway various types of complete equipment, among which one might mention the equipment for a plant to produce dehydrated fish soups; a complete line for anodizing and lacquering tape; certain types of hoisting and transporting equipment; gas turbines for the Orenburg-USSR Western Border Gas Pipeline; and ships intended for various purposes. One cannot fail to mention the shipments of shipboard equipment, the production of which is a traditional area of specialization in Norwegian industry. We have purchased complicated hydroacoustical equipment for locating fish, as well as means for satellite navigation of ships in the fishing fleet.

The development of trade relations between the USSR and Norway is being successfully supplemented by the scientific-technical ties between Norwegian institutes and firms and Soviet organizations. At the present time we have five individual agreements for the development of industrial and scientific-technical cooperation, which encompass construction, the development of systems of automated warehouses, the production of equipment for locating fish, and the production of electronic microcomputers on the basis of microprocesses.

In February 1979 an agreement of cooperation was signed between the USSR Chamber of Commerce and Industry and the Norwegian Export Council. The agreement provides additional opportunities for the further expansion and strengthening of the ties between our countries.

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CSO: 1823

INTERNATIONAL ECONOMIC RELATIONS

PLANS FOR BULGARIAN-SOVIET ECONOMIC COOPERATION OUTLINED

Moscow EKONOMICHESKAYA GAZETA in Russian No 40, Oct 79 p 20

[Article by O. Rybakov, and R. Ultanbayev: "The Course of Specialization and Cooperation: The USSR and Bulgaria: The General Plan for the Years Up To 1990"]

[Text] The communist and workers parties of the CEMA member-nations devote constant attention to improving the forms and methods of economic interaction. A great amount of experience has been accumulated in the joint resolution of major economic and scientific-technical problems on the basis of planned cooperation. By combining their efforts, the fraternal countries built and continue to build a series of major economic facilities in accordance with a coordinated plan for multilateral integration measures.

"We have adopted a policy," said Comrade L.I. Brezhnev, "of jointly resolving problems of raw materials, fuel, power, foodstuffs and transportation. We are intensifying our specialization and cooperation, especially in machine building, on the basis of the newest achievements of science and technology. We shall solve these problems in a reliable, economical and long-range fashion. We shall solve them with understanding of the interests and needs of every fraternal country and of the entire community." The scale and comprehensive nature of these tasks is such that their realization is linked to an ever greater shift to the development and implementation of major, joint economic and scientific-technical programs which call for the coordination and combination of significant material, financial and labor resources of the countries in the community.

In recent years much has already been done on this basis. The CEMA member-nations have worked out--on a multilateral basis--long range, special-purpose programs for cooperation in key sectors of the national economy--in the areas of fuel and energy, machine building, agriculture, the production of consumer goods and transportation. These special purpose programs were approved by the 32d and 33d sessions of CEMA in 1978 and 1979.

At the present time work is being completed on the formulation of bilateral, long-term programs for specialization and cooperation of production between the USSR and a number of other CEMA member-nations in accordance with agreements reached in the Crimea between L.I. Brezhnev, general secretary of the CPSU Central Committee and chairman of the Presidium of the USSR Supreme Soviet, and the leaders of the fraternal parties.

The development of long-term, bilateral programs is the concrete embodiment of the coordinated course of the Marxist-Leninist parties in the effort to turn, as L.I. Brezhnev noted, the following two five-year plans into a period of intensive production and scientific-technical cooperation.

The Intensification of Fraternal Interaction

The first of these programs is the General Plan for Specialization and Cooperation in the Area of Material Production Between the USSR and Bulgaria Up to the Year 1990, which was rated highly by comrades L.I. Brezhnev and T. Zhivkov during their recent visit in the Crimea; the plan was signed in Sofia on 15 September of this year.

The General Plan reflects the principles, basic goals and tasks of long-range cooperation; it sets out the main trends in the specialization and cooperation in the most important sectors of the national economy, and it defines the mechanism for the realization of the agreed-upon measures.

The main goal of the General Plan is promote to the highest degree possible the solution in our fraternal countries of the strategic problems in the construction of socialism and communism, to contribute to the growth of our economic potential and to ensure its dynamic and effective development. The realization of these goals will be ensured through the strengthening of the interaction between the Soviet and Bulgarian economies, the intensification of the mutually-beneficial and rational division of labor between them.

The General Plan calls for the development of large-scale cooperation, in virtually all sectors of public production in the USSR and Bulgaria.

In the area of energy, the General Plan calls for the close cooperation of both countries in the comprehensive and effective utilization of all available energy resources, and primarily in the development of atomic energy. The Soviet Union and Bulgaria have substantial experience of cooperation in this area, both on a multilateral and on a bilateral basis. An example of this can be seen in the active participation of both countries in the development of the unified energy systems of the CEMA member-nations, in the production of modern equipment for atomic power plants and many others.

During the current five-year plan alone Bulgaria is building and expanding--with technical assistance from the USSR--such energy facilities as the Kozloduy Atomic Power Plant, the Varna Thermal Electric Power Plant and the Maritsa Vostok III Thermal Electric Power Plant. Soviet equipment is now producing 80 percent of the nation's electrical energy. With USSR assistance, Bulgaria is working to renovate and modernize individual production units of the (Kremikov) Metallurgical Combine; this will make it possible to increase the combine's capacity to 2.7-3 million tons of rolled metal products per year. Joint work is also being carried out in the construction and renovation of enterprises in other sectors of the national economy.

Bulgaria, which has made its contribution to the construction of the Soyuz gas pipeline, continues to participate actively--along with other CEMA member-countries--in the establishment of the following facilities in the USSR: the Ust'-Ilimsk Pulp and Paper Plant, the Kiyembayevsk Asbestos Mining and Enriching Combine, and capacities to produce iron-containing raw materials and ferrous alloys, as well as other facilities which will make it possible for Bulgaria to obtain more of the most important types of fuel, raw materials and secondary materials. In stipulating the further development of these forms and areas of cooperation, the General Plan expands the plan foundation for the effective solution of the fuel and energy problems in the interests of both countries.

The General Plan assigns a special role to cooperation in the area of machine building. In addition to directing the planning and economic organs of the country toward the comprehensive resolution of the problems of scientific and technical progress, toward increasing the concentration and technical level of production, it also specifies concrete areas of cooperation in machine building.

At the present time the production of electric telfers, automatic loaders, electrical pilers, as well as computer equipment, constitute one of the main areas of specialization in Bulgarian machine building. Within the framework of this joint work Bulgaria supplies to the USSR many parts for VAZ automobiles in exchange for a quantity of these vehicles equal in value. Specialization is taking place in the machine tool manufacturing and instrument-making industry, in the production of construction and road building equipment, textile machine building, tractor and agricultural machine building, in the oil refining and petrochemical industry, as well as in a number of other sectors.

The General Plan provides for further development in these areas of cooperation. The cooperation in the area of machine building will be comprehensive in nature, encompassing scientific-research and planning-design work; it will include the exchange of scientific-technical results, the production of new pieces of machinery and equipment on the basis of joint designs, and coordination of capital investment in the development of capacities for the production of the corresponding output.

Close cooperation will be achieved between the USSR and Bulgaria in the area of agriculture. It will be directed toward the further intensification of agricultural production by expanding the scale of mechanization, chemicalization, land reclamation and selective breeding and by improving the structure of production in accordance with the soil, climatic and other conditions. This will contribute in significant measure to the fuller satisfaction of the needs of both countries for foodstuffs and agricultural raw materials.

Even now Bulgaria has great potential for agricultural production. In 1978 alone, Bulgaria exported to the CEMA member nations 144,000 tons of fresh and more than 238,000 tons of canned vegetables, 119,000 tons of fresh fruits and more than 154,000 tons of canned fruits, a significant amount of dairy products, eggs and other items.

In order to ensure that these measures for the further development of economic cooperation between the USSR and Bulgaria are realized, the material-technical base of all forms of transportation and communications will be expanded and improved. Much attention is being devoted to the development of water transportation; ferry shipments will be increased.

The degree of USSR and Bulgarian cooperation in the production of consumer goods is being increased, and this will provide for an increase in the output of these goods based on the expansion of specialized production, and further improvement in the quality and variety of goods in accordance with the growing demands of the consumer. Important tasks are being advanced as part of the further combination of forces in the area of scientific research and planning and design work.

A Qualitatively New Stage of Cooperation.

With the adoption of the General Plan, the preconditions have been created for the transition to a qualitatively new stage of Soviet-Bulgarian economic relations and for the further all-around cooperation and rapprochement between the USSR and Bulgaria. In defining the main areas of specialization and cooperation in the production of both countries until the year 1990, it will contribute to the fuller utilization of the advantages of the international socialist division of labor, and to the creation of large-scale production in the conditions of rapid scientific and technical progress.

The signing of the General Plan for the USSR and Bulgaria and the development of long-range programs for specialization and cooperation between the USSR and Hungary, the GDR, Poland, Rumania, and Czechoslovakia until the year 1990 provide a clear orientation for the planning and economic organs in the formulation of plans, and it contributes to a more rational combination of internal and external factors of economic development. The great significance of the programs also lies in the fact that they enable the countries to push forward the horizons of cooperation, to discover problems in good time, to judge

the scale of the problems facing the countries, to choose the most effective alternatives for the unification of efforts and resources to solve the main problems and to set out a coordinated, long-term strategy for mutual economic cooperation. This is especially important on the eve of the forthcoming congresses of fraternal parties.

The broad application of the long-term forms of international cooperation constitutes an organic part of the comprehensive measures which are carried out in the countries of the socialist alliance to improve the internal economic mechanism and the management of the economy. In accordance with the decree of the CPSU Central Committee and the USSR Council of Ministers "Concerning the Improvement of Planning and the Strengthening of the Effect of the Economic Mechanism on the Effort to Increase the Effectiveness of Production and the Quality of Work," the USSR is developing the main areas of the country's economic and social development up to the year 1990.

With the adoption of long-range programs of cooperation for this same period, a realistic mechanism arises to link and synchronize the areas of the USSR's economic development with that of the other CEMA member nations. At the same time this puts before Gosplan USSR, and before all the Soviet ministries and departments participating in the cooperation with the fraternal countries, urgent new tasks of great national and international significance.

The main job now is to incorporate the long-range programs into the system of concrete subprograms of the various sectors, and the agreements which define the conditions and time periods for the cooperation, as well as the obligations of the participating countries. The realization of the large-scale tasks of the cooperation programs will become an organic part of the forthcoming Eleventh Five-Year Plan.

The fraternal countries are firmly following a course aimed at developing socialist economic integration and intensifying economic interaction. This course will assuredly lead us to scale the heights of scientific and technical progress, to increase the effectiveness of production and the quality of output in the interests of the further growth in the well-being of the peoples in the socialist countries, and the realization of the advantages of true socialism. The development of promising programs for cooperation between CEMA member nations provides a new stimulus for the solution of these problems.

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INTERNATIONAL ECONOMIC RELATIONS

ECONOMIC TIES WITH LATIN AMERICA DESCRIBED

Moscow STROITEL 'NAYA GAZETA in Russian 16 Sep 79 p 4

[Article by V. Simonin]

[Text] "Tell me please about cooperation between the USSR and the Latin American states." V. Proskurina, plasterer, Chita

The Soviet Union has had commercial-economic ties with the Latin American countries for more than a decade. With detente they have acquired in recent years broader and broader scope. The aspiration of a number of governments on this continent to protect their national interests and to weaken the pressure of the monopolistic circles, and primarily that of the USA, objectively contributes to the development of their relations with the socialist states, and with the Soviet Union in particular. There is evidence of this in the growth of trade between the USSR and Latin America during the last 20 years. For example, in 1960 trade turnover amounted to only about 60 million rubles, and in 1977 it was 633 million. And the list of Latin American nations trading with us expanded from 4 (without Cuba) in 1960 to 23 in 1978.

The growth of trade turnover and the strengthening of trust between the partners has led to the signing of long-term agreements covering 10 or more years. An agreement of this kind was concluded in February 1974 between our country and Argentina, one of our main trading partners in Latin America.

The competitive bidding for a contract to supply equipment to the Argentinian-Uruguayan Salto Grande energy complex, which was won by the Soviet Energomasheksport Association in competition with firms from the USA, FRG and Japan, demonstrates the advantages which economic ties with the USSR give to the developing countries. The Soviet bid was the only one which stipulated firm prices for the equipment; as is well known, the multinational monopolies--under the pretext of inflation--extort additional profits for the equipment which they sell. Also, all the Soviet credits, including those for the shipment and

installations of the turbines, were granted at an interest rate of 4.5 percent, which is one-third to one-half the rate charged by the multinational corporations.

At present the construction of the Salto Grande hydroenergy complex is coming to an end. The first Soviet hydraulic turbine, which has been named Maria-Victoria, has providing electricity for more than two months. According to plans, the second turbine will begin to provide electricity in September. According to the estimates put out by the Argentinian newspaper NACION, the Salto Grande complex will be the largest in Latin America and will enable Argentina alone to save 80 million dollars every year on fuel imports when all 14 Soviet turbines have been put into operation.

The Soviet Union's economic ties with other Latin American states are also being successfully developed. And here the center of gravity shifts to participation in the construction of major facilities which have enormous significance for the consolidation of the state economic sector in these countries. For example, Soviet equipment was used in Brazil to build the Capivara Hydroelectric Power Plant in 1977. Since 1972 our country has provided assistance in the construction of a large fishing complex in the Peruvian city of Paíta. The complex includes a fish-intake point, a refrigerator, two ice plants, an electric power plant and repair shops. Another plan in line for implementation is the Olmos Project, which calls for diverting some of the water from the Amazon, the great South American river, to the Pacific coast of Peru for purposes of land irrigation. Soviet specialists are conducting the planning and surveying work for this complex, and the Soviet Union will participate in the building of it.

Let us emphasize one more important detail. Under the economic crisis conditions which have affected the Western countries in recent years, the unequal position of the Latin American countries in the world capitalist market increases their inflation, depression and unemployment. Commercial and economic ties with the Soviet Union help them to fight against these negative phenomena and to come forward for economic relations--based on equal rights--with the industrially developed countries of the West.

Comrade L.I. Brezhnev, general secretary of the CPSU Central Committee, in his address to Fidel Castro, chairman of the Sixth Conference of the Heads of State from the Nonaligned Nations, which took place in Havana, noted: "For our part we support the struggle of the developing countries for the reorganization of international economic relations to be based on equal rights and fairness and with no discrimination of any kind. The Soviet Union decisively defends the right of peoples to dispose of their own resources and to carry out socio-economic transformations which are in their interests and which strengthen the sovereignty and independence of the young, liberated states." Through the example of relations between their countries and the USSR millions of Latin Americans have had the chance to ascertain the sincerity and consistency of this position.

INTERNATIONAL ECONOMIC RELATIONS

BRIEFS

TRADE WITH FRG--In Soviet trade with the FRG, a turnover of more than 1.9 billion rubles was attained during the first 6 months of this year, which amounts to a further increase of 303 million rubles by comparison with the first 6 months of the preceding year. In so doing, the Soviet Union was able to increase its exports from 590.8 to 735.5 million rubles. However, since its imports increased even more rapidly, Moscow ended up with a deficit of 448.1 million rubles by mid-year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 2] 8970

JAPANESE GRINDING MACHINES--The Moscow central office of "Avtopromimport" has purchased 7 special purpose grinding machines for the Soviet motor plant in Zavolzhsk from the Japanese firm "C. Itoh Co. Ltd." for delivery in January 1981. The value amounts to around 1.5 million rubles. According to earlier contracts entered into with the Tekhnopromimport central office, the Japanese firm during 1979/80 supplies installations for the carbonization of fabrics and fibers, as well as installations for the finishing of wool, with a total value of 7 million rubles to the Soviet Union. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

BRITISH GEAR-SLOTING MACHINES--On the basis of a contract concluded with the "Avtopromimport" central office, the British firm V. E. Sikes will supply 6 gear-slotting machines valued at 2 million rubles to the Soviet Union between July 1980 and January 1981. They are intended for the production of externally and internally toothed straight and helical gears and are to be installed during the second building phase of the Kama truck plants. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

GERMAN HORIZONTAL BORING MILL--The West German Schiess A. G. will supply a horizontal boring mill to the USSR, according to a contract concluded with the central office of Avtopromimport in Moscow. It is intended for the machining of nuclear reactor components in the Atomash-enterprises in Volgodonsk. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

INTERNAL GRINDING MACHINES--The central office of Stankoimport in Moscow has ordered heavy internal grinding machines valued at over 4 million rubles from the West German Wotan-Werke GmbH for delivery in 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

ALKYLIC PHENOL--The central office of Tekhmashimport in Moscow has purchased a complete production installation for alkylic phenol from the West German Uhde-GmbH. The annual output of the installation is estimated at 100,000 tons. Delivery is planned for 1981. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

VACUUM ELECTRIC-ARC FURNACE--The central office of Energomasexport will supply a complete vacuum electric-arc furnace for tin refining to the Bolivian firm ENAF in 1981. A furnace of the same kind will also be supplied to the Australian firm Associated Tins Smelteries in 1981. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

ITALIAN CARPETS--The Italian firm Pietro Radici is supplying carpets for a total of 2.5 million dollars to the Soviet Union during this year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

OIL DRILLING NEAR SAKHALIN--The joint Soviet-Japanese enterprise "Soviet-Japanese Sakhalin Oil Development Cooperation Company" plans to sink four additional oil drillings on the northeast coast of Sakhalin yet this year, after operations thus far have shown positive development. Negotiations are underway about the extension of the activity of this joint enterprise in the 1980s. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

HEAVY TIRES--The Japanese firms, Mitsubishi Heavy Industries and Majekawa Trading Co, will supply machines and equipment to the USSR for a plant that will produce tires for very heavy construction and road construction machines. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

DIESEL MOTOR ASSEMBLY LINE--The U.S. firm Ingersoll-Rand will supply an automatic assembly line for diesel motors for the Soviet Kama truck plants at a value of 8.77 million dollars by the end of the coming year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

ITALIAN LASER PURCHASE--The Italian firm "Intertechnical" has purchased two lasers of the types LG-38 and LG-75 from the central office of Mashpriborintorg in Moscow. The lasers are to be used in research as well as in industry and medicine. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

FRENCH MOTOR ORDER--The French firm Industrie Francaise has placed an order for a large number of electric motors, manufactured according to German Industrial Standards, with capacities ranging from 0.37 to 100 kilowatt,

with the central office of Energomasheksport in Moscow. The order is for motors of the type 4A, which, according to Soviet representation, enjoy a stable demand in France. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

SOYUZ PIPELINE COMPLETED--The natural gas pipeline Soyuz, built as a joint investment of all European CEMA countries, was finally completed on 5 October. From the point of departure in the Orenburg natural gas fields to the Carpathians it measures 2,750 kilometers. Beginning on 1 January 1980, the European CEMA countries will receive 15.5 billion cubicmeters of Soviet natural gas annually via the Soyuz pipeline. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 5] 8970

BELGIAN MINE PUMP ORDER--The Belgian firm S. A. Andre Deligne N. V. has ordered 4 explosion-proof mine pumps equipped with electric motors from the central office of Tekhmasheksport in Moscow for delivery in March-April 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET TURBINES FOR TELEFUNKEN--The central office of Energomasheksport in Moscow this year is supplying gas turbines valued at 1.54 million DM to the West German combine Telefunken AEG-Kanis. The turbines with a capacity of 25.6 megawatts were especially built for this combine. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

CIRCULATING COMPRESSORS ORDERED--The central office of Mashinoimport in Moscow has placed an order for two circulating compressors with a capacity of 276 cubic meters per minute [kbn/min] with the West Berlin Borsig GmbH for use in the production of synthetic rubber, with delivery in 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET COMPUTER PURCHASE--The central office of Stankoimport in Moscow has for the first time placed an order for 16 complete numerical program control systems and supplying components for metal processing machines, valued at above 1 million rubles, with the Swedish firm Asea. Delivery will take place in 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

JAPANESE INSTRUMENTS ORDERED--The central office of Mashinoimport in Moscow has ordered a large lot of instruments, valued at 1.25 million rubles, from the Japanese firm Koyo with delivery during the coming year. Included are valves, slide valves, and non-return valves for oil and natural gas pipelines. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET ORDERS OF ELEVATORS--The central office of Mashinoimport in Moscow has ordered 4 complete elevators--2 passenger elevators, 1 passenger and freight elevator, and 1 freight elevator--as well as 6 complete escalators, from the company Societe Francaise des Ascenseur-Kone, a French branch of the

Finnish firm Kone, together with spare parts. They are to be delivered by May 1980 and are destined for the Armenian airport in Yerevan. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET EQUIPMENT FOR IRAQ--The central office of Mashinostroyexport is supplying a large lot of drilling rigs and cement equipment for petroleum exploration; together with spare parts, for a total of 4 million dollars in 1979/80 to Iraq. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

FINNISH DRILLING PLATFORMS--On behalf of the central office of Sudoinport in Moscow, the Finnish firm Rauma-Repola will build 3 drilling platforms for use in arctic conditions, with a water displacement of 7,000 tons, for the Soviet Union. The contract that has been concluded has a value of 300 million rubles. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 24 Oct 79 p 7] 8970

FINNISH SHIPS--The Moscow central office of Sudoinport has placed an order for 2 Ro-Ro Ships of 22,500 deadweight tons each with the Finnish shipyard Valmet. They are intended for the transport of wheeled vehicles and containers. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 24 Oct 79 p 7] 8970

SPANISH BANK IN MOSCOW--The Banco Hispano Americano is the first Spanish bank to have opened a permanent representation in Moscow. Its interests thus far had been taken care of by the Banco di Roma, the Commerzbank, and the bank Credit Lyonnais. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 24 Oct 79 p 8] 8970

SOVIET-FINNISH TRADE--A commodity trade in the amount of 14 billion rubles is envisaged by a Soviet-Finnish trade and payment agreement that was concluded for the years 1981-1985. For the past years, a trade in the amount of 9 billion rubles had been agreed on, which probably, however, will be surpassed by 2 billion rubles. During 1981-85 the Soviet Union will acquire from Finland, among other things: installations for 1.2-1.3 billion rubles, ships for 1.5-1.7 billion rubles, products of the timber and paper industry for 1.7 billion rubles, as well as consumer goods for 500 million rubles. The Soviet Union will continue to supply Finland with oil, petroleum products, coal, natural gas and electricity, machines and equipment, as well as non-ferrous metals, non-ferrous metal rolling stock, ferrous rolling stock, blast-furnace coke, fertilizers, chemicals, timber and cotton. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

SOVIET EQUIPMENT TO TURKEY--The central office of Tekhnasheksport yet this year will supply a lot of steel and iron slides, as well as other instruments at a total value of 265,000 dollars for the Turkish smelting plant in Iskenderun. The order was placed by the Turkish firm Okutsan. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

ITALIAN LOW LOADERS--The central office of Avtoeksport in Moscow has acquired 4 low loaders with a payload of 120 to 500 tons from the Italian firm Cometto. Powerful towing vehicles for them were supplied by the West German Fauna plant. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

'LADA' EXPORTS--The Soviet Union will probably for the first time also supply Lada cars to the United Arab Emirate. Lada cars are already being supplied to Kuwait, Jordan, Iraq, and Lebanon. The first 500 cars will soon also be shipped to Saudi-Arabia, in accordance with a contract concluded with the firm Abdulrahman Al-Khamis. The central office of Avtoeksport in Moscow is also negotiating with an Egyptian firm about delivery of Ladas. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

JAPANESE SEAMLESS TUBES--The central office of Promsyr'eimport in Moscow has an order for 104,000 tons of seamless tubes, which are to be delivered at the end of this and the beginning of the coming year, with the Japanese firms Sumitomo, Sanyo and Nichimen. The value of the order is approximately 77.8 million rubles. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

DUTCH DREDGER TECHNOLOGY--The Dutch firm IHC has conducted a symposium on floating dredgers and suction dredgers, as well as other machines for cleaning and deepening of canals, rivers, lakes and reservoirs, in the White Russian capital of Minsk. The firm recently concluded an agreement about the delivery of a large number of floating rock breakers, suction dredgers, and pipe fitters to the USSR. Using its designs, the Finnish firm "Rauma-Repola" is presently building three drilling ships for the USSR, which are to be used in the exploration of the shelves of the Barents Sea and the Kara Sea. The Soviet Ministry of the River Fleet is interested in additional suction dredges of the firm, which, however, should be more powerful than the ones supplied thus far. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 13] 8970

SCIENTIFIC-TECHNICAL COOPERATION--The British firm Barclays Tozer Ltd. has concluded an agreement on scientific-technical cooperation with the proper Soviet state committee. It does not provide for greater specification regarding future joint projects; however, to begin with it is intended to engage in machine building for agricultural purposes. The British firm which represents the interests of various enterprises in the Soviet market, has had its own representation in Moscow for 5 years. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 13] 8970

ITALIAN ELECTRIC MOTORS--Electric motors for use in industry and agriculture, which are manufactured according to German Industrial Norms, valued at a total of 1.3 million rubles, will be supplied this year to the USSR by the Italian Enital Spa Corporation on orders of the central office of Energomasheksport in Moscow. The Belgian firm ASEC will supply 2,467

electric motors with a capacity of 100 watts each, to the USSR. They are intended for winding devices used in the textile industry. The order was placed by the central office of Mashinoimport in Moscow. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 14] 8970

JAPANESE MULTIPLE-SHOT MOULDING MACHINE--According to a contract concluded with the central office of Avtopromimport in Moscow, the Japanese firm C. Itoh Co. Ltd. will supply a multiple-shop moulding machine to the USSR. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 14] 8970

JAPANESE TUBES--In accordance with a contract concluded with the central office of Promsyr'eimport in Moscow, the Japanese firms Nichimen, Sanyo, and Sumitomo will supply to the Soviet Union by the end of the year 413,200 tons of large tubes with a total value of approximately 160 million rubles. In August the central office in Moscow had ordered 140,000 tons of seamless tubes from these firms with a total value of 77.8 million rubles. A little bit earlier, Promsyr'eimport had already purchased another 290,000 tons of large tubes from other Japanese firms, including Nippon Steel Corp., Kawasaki, and Nippon Kokan. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 15] 8970

SOVIET WHEEL SETS--The Swedish freight car construction firm in Gaevle has purchased wheel sets valued at 2.3 million Swedish Kronor from the central office of Energomasheksport in Moscow. Through the two representation firms A/O Betraco HAB and C. J. Pihl, the central office in Moscow is also supplying automatic couplings, motor brushes for diesel and electric locomotives, equipment for railway cars and railway tools to Sweden. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 16] 8970

CSO: 1826

CONSUMER GOODS AND DOMESTIC TRADE

MORE CONTAINERIZED SHIPMENTS ADVOCATED

Tallin SOVETSKAYA ESTONIYA in Russian 6 Sep 79 p 2

[Article by A. Yakovlev: "From Producer to Counter Top"]

[Text] A product on its way from producer to consumer is today handled as many as ten times in transfer. Several tons pass through the hands of a food store worker in the course of a single shift alone. As many as 20 percent of the total number of people employed in trade are engaged in loading and unloading operations. At the same time, 600 loading hands are involved in working the commercial links within the large cities of our republic. Approximately one thousand trucks are transporting goods, spending in the process only 25-30 percent of a shift's time on the road. The rest of the time they spend being either loaded or unloaded.

How is this process to be mechanized? One way would be to introduce containerized shipments. Ten years have already been devoted to the development and introduction of this method within the republic's consumer cooperative system, somewhat less time within the state trade system. A certain amount of experience has been accumulated and the primary directions to be taken in introducing this industrial process determined.

A year and a half ago a discussion was held within the pages of our paper concerning the introduction of containerized shipments in various spheres of industry, trade and motor vehicle transport. The articles brought to light serious obstacles to the introduction of this innovation, which is at once economically profitable and convenient for the consumer.

In order to identify the problems which have arisen more clearly, we have brought together around the editor's "round table" representatives of the ministries and departments concerned.

L. PETERSON, deputy minister of trade: "It is no secret that the situation as concerns the republic's work force is a difficult one, especially when it comes to ancillary operations. Those involved in commercial operations above all are therefore interested in the reorganization of manual labor.

"We have encountered a number of problems in introducing containerized shipments. SOVETSKAYA ESTONIYA has written about them time and again. I will dwell on one which is both our concern and our predicament. This is the preparation of our commercial network for handling goods shipped in containers. There are today 461 food stores in the republic. They have an average area of less than 100 square meters. Surveys conducted by our technological planning and design institute have shown that we will be able in the future to equip only approximately 35 per cent of existing stores for receiving containerized goods shipments. As far as the rest are concerned, (for reasons related to their direct commercial use area available or their location) it will be impossible to change over to operations incorporating the new method."

K. PETERSON, chief of the transportation division of the Ministry of Procurement: "How fast are these stores being remodeled? I'd like to hear about future plans."

L. PETERSON: "At the present time, 21.7 per cent of the republic's stores are receiving goods in containers. We hope to increase their number by 3.5 per cent by the end of the year. Concrete plans have been developed for reorganizing Tallin's trade network. We believe that over a 5-year period we will be able to change 37 per cent of the city's stores over to operations incorporating the new method. Our technological planning and design institute is in the process of finishing up a similar plan for the republic as a whole.

"We will indeed be remodeling stores; that is inescapable. But at the same time we would also like for our partners in the process of introducing containerized shipments finally to spread their wings. All these plans have to be carried out on a joint basis. The products requiring the greatest shipping capacity, for example, we receive from the meat and dairy industry. The Tallin dairy combine alone puts 400 tons of production into the trade network every day. These shipments have to be received manually. But how we will be handling this production in the future is by no means a matter to which we can be indifferent."

G. REBANE, deputy minister of light industry: "I think the motor transport people will agree with me that special motor transport shipping containers, lifting and loading equipment and vehicles remain bottlenecks for us. We still don't have

enough of them. We are now proposing the containerized shipment of a whole series of light industry products. But the motor transport people are not prepared to come up with the necessary vans. They don't even have any suggestions of their own now about how to ship light industry products.

"On the other hand, commercial enterprises, too, are unprepared to receive our products. Even if we are able to reach agreement with the motor transport people on the introduction of containerized shipments, the unpreparedness on the part of the trade network will make it impossible to take these steps."

Kh. KUL'M, containerized shipment group leader in the ERSPO's /Estonian Republic Union of Consumers' Societies/ Avto association: "We have come up against this situation as well. Our trade network on Saaremaa is prepared to receive containerized bakery goods shipments, but Minavtoshosdor /Ministry of Motor Vehicle Transport and Highways/ cannot allocate trucks with lifting equipment. There are plenty of other examples as well. Our trade network could already today be handling meat, candy, pastries and bulk products in large quantities in containers. But the ministries of the food and meat and dairy industries and procurement are unable to set up their enterprises for packaging these goods. Failing that, I think everyone will understand that containerized shipping will meet with no success."

K. PETERSON: "Unfortunately, your complaints are entirely justified. The fact is that the trade people are now placing orders for 36 thousand tons of goods in small containers. But our shops can package only 7500 tons, but not because of any lack of capacity--we don't have enough packaging and wrapping material. We need 50 tons of paper sacks a year, for example, but we get only 20. Our packaging and wrapping shops are at a virtual standstill. The material supply problem requires a fundamental solution. I think the last word in this instance rests with our republic Gosplan. We have to find a way to increase the funds available for packaging and wrapping materials."

V. KOTKAS, acting director of Minmyasomolprom's /Ministry of the Meat and Dairy Industry/ technological design bureau: "Even assuming an ideal organization for goods packaging and wrapping processes, there still arises a new problem, one which our specialists have already encountered. Each store has a large assortment of products. They order an average of 13-14 different types of dairy products alone. This large assortment complicates the matter of meeting the entire range of container requirements. To fill an order for a single store, let us say, for example, we have to make up a special container for the

dairy combine which is to hold products from various production lines, to fill an order like this takes different shops. Our specialists are now working on the development of an efficient system of meeting the full range of container needs. This requires above all that enterprises have sufficient storage space. Our Kokhtla-Yarve dairy product combine is the only facility with more or less suitable conditions for introducing containerized shipping. We have decided to make a detailed study of the entire system here to find the best alternatives for introducing containerization."

A. PYARN, chief of the shipping division of the Ministry of Motor Vehicle Transport and Highways: "This is all very well, but the ministries of the meat and dairy and of the food industries are taking too long to study the introduction of containerized shipping. They need to move more expeditiously."

"Transport is the connecting link between a consignor and the trade system. And we are naturally aware of deficiencies in the organization of the entire transportation process. I will tell you frankly that the goods assortment and the proportion of it shipped in containers are negligibly small. Last year on 1 June we had 4700 containers; today we have 7700. But last year we shipped 20 thousand tons of cargo in them; this year 25,000. That is, the number of containers rose 67 per cent, while the production shipped in them increased by only 20 per cent. This means a decline in our utilization of containers."

L. PETERSON: "That's true, but containers undergoing repairs are being counted toward the total in service. And the repair problem is becoming increasingly worse."

A. PYARN: "I won't argue. But a great deal depends on the view the localities take toward the introduction of what is new and progressive. We won't go far to look for examples. In operation in Tallin's fruit and vegetable trading organization are 55 vehicles; of this number only 7 carry containers. The container park is being utilized at less than half its capacity."

"The Estbakaleya office has approached this entirely differently. Three years ago we couldn't find a common language with it; they never had enough vehicles. But it was then put under different management; the people here began to adopt the proper approach to the introduction of containerized and packaged shipments, and things started to look better. They freed up eight vehicles and cut the number of loaders. All this has had an enormous effect."

"But then there's this aspect of the matter. Several ministries are involved in organizing containerized shipping within the trade system. Who should coordinate their operations and

insure the adoption of a single policy on the design, production and introduction of containers? And then, as Comrade Peterson rightly pointed out, the problem of container repair has arisen. This clearly calls for a centralized approach. But who is going to take on the responsibility for performing this function?

G. REBANE: "These questions are some of the most important ones. Who, in fact, should make the containers? Who should pay for their manufacture? For there are many partners involved in introducing them. And when the move toward containerization in the republic begins to be undertaken more vigorously, this problem will be multiplied several times. Local relations established between ministries will get us nowhere. Somebody has to be made responsible for the manufacture of all types of containers. Hence a new problem arises--centralized container design. Our MISTRA scientific production association, for example, with its three designers, would be unable to accomplish these tasks. The problems involved here have to be solved on a republic-wide scale--the design, the production and the repair of containers. The need therefore suggests itself for one of the republic's enterprises engaged in metal-intensive production which could take on the responsibility for dealing with these matters.

"Furthermore, the time has come for the establishment of an institute, or a division of an institute, which would concern itself with the planning and introduction of containerized shipping and maintain contact with all interested authorities.

R. BERTELOV, Avto association chief engineer: "We do indeed need a coordinating center. One might be thought to exist in miniature within our ERSPO system in the form of the Avto association. For precisely that reason the efforts made in the introduction of containerized shipping have been comparatively successful. We are engaged in designing containers, developing technology for shipping with reference to trade groups and working on the preparation of the trade network. We have now begun work on remodeling our production supplier enterprises. Why have we been able to achieve a satisfactory introduction of containerized shipping of baked goods? Because we began immediately with the remodeling of our bakeries and stores, as well as with the manufacture of containers. That is, all of our work proceeded in a synchronized manner. But now when these matters are resolved on a republic-wide scale, the coordinating center should also constitute a reliable, solidly based republic body."

There is hardly anyone who today would doubt the effectiveness of the introduction of containerized shipping. As the early tests conducted here in the republic and in other cities in the country indicated, this method of operation by and large insures high labor productivity in the process of transporting

from the producer to the consumer. But as the "round table" participants pointed out, an ever increasing number of problems is arising with the introduction of containerized shipping. These problems can be solved only by an integrated approach adopted by all the ministries and other authorities concerned. "Round table" participants put their main emphasis on this point. As pointed out by L. Peterson, G. Rebane, A. Pyarn and R. Bertelov, ministry operations have to be coordinated. For the republic's Ministry of Trade, which has been made responsible for this role, has no real means of influencing suppliers and transporters. Operational coordination has, in other words, to be accomplished at the republic level. The view was expressed which favored the creation of a service as part of the republic Gosplan which would take on the responsibility for performing these functions.

8963

CSO: 1823

COMPUTERIZING WHOLESALE TRADE OPERATIONS IN THE UKRAINE

Moscow SOVETSKAYA TORGOVLYA in Russian 23 Oct 79 p 2

[Article by V. Kovalev, director of the Ukrtorsistemotekhnika technological planning institute, and F. Krutinov, Candidate of Economic Sciences and division chief in the All-Union Scientific Research Institute of Consumer Demand and Market Conditions: "Computers and Wholesale Marketing Operations"]

[Text] Fifteen thousand item models were exhibited in the Ukraine at the republic's trade fair for the wholesale marketing of 1980 footwear. Approximately 1500 delivery contracts involving almost 9000 specifications were drawn up in the course of the buying and selling between the 67 manufacturers and 75 buyers. The flow of trade-fair marketing documentation included data for the delivery of 7740 varieties of leather footwear models.

This entire flow of documentation passed through the computerized wholesale-marketing data-support system (ASIOYa) developed by specialists of Mintorg USSR's [Ministry of Trade of the Ukrainian SSR] Ukrtorsistemotekhnika technological planning institute in creative collaboration with Ukrobu'prom of Minlegprom USSR [Ministry of Light Industry of the Ukrainian SSR] and the republic's Vzuttya wholesale-retail firm.

It would be difficult to overestimate the importance of the utilization of computers in these trade fair marketing operations. The procedures involved in wholesale marketing operations entail a requirement for the processing of enormous volumes of trade and economic data. The complexity of the trade fair marketing system becomes greater with increases in quantity, in the variety of the product assortment and in the number of parties involved in the buying and selling

operations. So the process of drawing up the documentation on the results of commercial transactions completed at the wholesale trade fairs is becoming with every passing year an increasingly laborious affair. In this connection, trade fair operations are coming to involve the participation of an ever increasing number of skilled specialists engaged principally in on-line data processing. Trading is extending over increasingly longer periods of time, while the processing of summary data is being prolonged into the post-fair period.

Under current conditions, the most constructive means of solving this problem has been the development of computer-based data reference systems.

The computerized wholesale-marketing data-support system (ASIOYa) was first tested at the republic's 1978 wholesale footwear-marketing trade fair. It is a special-purpose technical-organizational electronic data-processing system.

Automatic preparation of specifications for goods delivery contracts and monitoring of compliance with specified limitations with reference to volumes of buying and selling within the planned assortment are accomplished by means of the ASIOYa. What is referred to as an intermediate specification serves as the source documentation. This is a standardized form previously completed by the supplier. Using the fair's marketing code, all characteristics describing the footwear models offered are entered on the form on the basis of the manufacturer's item certification. The intermediate specification will serve as the basic document the buyer and seller work with in reaching their contract agreement. Upon the conclusion of their discussions, the intermediate specification is input into the machine, from which is then obtained an output document, the specification for the contract to purchase the goods.

Accomplishing this task by computer has made it possible to free up a considerable amount of time. The period of time given over to the trade fair has been cut almost in half. The tiresome manual labor involved in filling out the specifications in five copies has been virtually entirely eliminated, and the number of errors, which inevitably occur in the process of completing specifications by hand, has been sharply reduced. There is now more time for analysis and substantiation of decisions concerning the selection of models from among those offered for sale.

The new system makes it possible to maintain a working calendar record of the course of the fair's marketing operations as a whole as well as for each trading participant separately. In this instance, the contract register is the record printed out.

It contains the following information: contract number, the date the agreement was concluded, name of supplier, name of purchaser and total amount of the contract in thousands of rubles per quarter and for the year as a whole.

This information permits fair authorities daily monitoring of the course of marketing operations and of the legality of the contracts concluded from the point of view of compliance with the plan for administrative attachment.

ASIOYa has also "assumed" responsibility for calculating, on the basis of agreed upon product nomenclature, industrial association materials requirements for the coming planning year. The output document in this instance is a printout of leather goods demand in all categories. The availability of this information makes it possible for industry and trade representatives to make more solidly based calculations of the resources required for the production of the specified assortment of footwear, to monitor the legality and soundness of model substitutions and in a timely manner to modify production plans taking reserves into consideration and the basic pattern of raw material resource distribution.

Computerized operations have proven highly efficient means of compiling consolidated summary records of total purchases for each trading participant and for industry and trade associations as a whole. The end product in this instance is product list cards recording goods movement and for monitoring contract deliveries on the part of higher organizations. A product list card is issued for each variety of footwear and gives summary data concerning volumes of purchases of the specified item.

The information obtained as a result of the execution of these tasks is of great value in providing a data base for making decisions connected with the planning of production and deliveries and the exercise of current operational control of these processes.

Then finally, the computer prints out goods production schedules for each production association. This information makes it possible for the republic's Ukrobu'prom industrial association and Vzuttya wholesale-retail firm to exercise regular operational control of the course of goods production and delivery operations and in a timely manner to make solidly based decisions with reference to controlling the assortment and quality of footwear products.

One of the system's unquestionable advantages is the fact that prior to the opening of the trade fair, those participating receive a product catalogue in the form of tabulated forms containing a complete list of the goods the production associations and enterprises plan for production in the coming year. Another printing of the product catalogue containing fuller and more accurate information is put out at the close of the fair.

What is referred to as the manufacturer's certificate provides the source data for compiling the catalogue. This is a standardized form completed for each model by the supplier prior to the opening of the trade fair. Thus, each model involved in marketing operations as a single unit is accompanied within the system by its own fair code, while the data base corresponding to this code contains the aggregate of consumption and production parameters for the given product as shown on its manufacturer's certificate.

The information contained in the product catalogue makes it possible for the fair committee, the buyers and higher-level industry and trade organizations to identify new production potential and eliminate discrepancies in draft plans. Trading organizations obtain a full picture of industry capabilities with reference to resources even before the opening of the fair. The information contained in the final printing of the catalogue characterizes the actual correspondence of the assortment offered to market requirements. Under these conditions, trade representatives are able to take all steps necessary to insure that an assortment presented more nearly corresponds to public demand.

The functions of the new system which have been mentioned insure the timely availability of data on the basis of which to develop industrial production plans in accordance with commercial orders and an ability to monitor the process of executing these plans.

The first phase of the system has thus made it possible to maintain for each enterprise a record of actual purchases of each specific model of footwear. It has now also become possible to identify optimum enterprise load capacities with respect to footwear production in accordance with commercial orders and to provide factories and associations with material on which to base requests to their own suppliers. A geography has been developed showing footwear use by model, type, variety and sex-age group for rayons, oblasts, cities and villages. Group data on footwear demand by republic has also become available, which now makes it possible to manipulate large quantities of goods with greater accuracy in conformity with local demand.

Utilization of the ASIOYa also permits more soundly based distribution of footwear production orders. While in previous years, prior to its use, there remained, as a rule, undistributed footwear to the tune of approximately 60-70 million rubles, in 1979 the republic saw all go for the draft production plan.

The computer is also being used to generate assortment cards, which Vzuttia association personnel use for an entire year. The firm's assortment division receives correlated information on which to base an analysis of industrial enterprise production loads, for monitoring the process of footwear production in conformity with purchases and for developing proposals based on the effects of prevailing market conditions. Summary data obtained on footwear marketed at the wholesale trade fair then provide a basis for preparing annual plans for both industry and trade.

Provision has been made for the data files generated by the ASIOYa to be updated and maintained in working condition throughout the entire post-fair period. In combination with other information, this data permits the development of a reliable data base for the republic footwear industry's computerized control system (ASU-Ukrobu'prom).

On the other hand, periodic input of accounting data into the computer will make possible the computerized monitoring of the fulfillment of contract obligations with reference to deliveries of footwear in the assortment purchased. Reliable data are thereby available at any moment concerning the plan for the production of footwear in the assortment purchased taking into account all modifications of contract provisions made in the course of the year. It has also now become possible to monitor and competently redistribute the material resources for insuring the manufacture of products in the agreed upon assortment. Further development of the system opens up the possibility of maintaining a record of sales of each model of footwear in the retail system. This means a substantial increase in the controllability factor as related to the mass of goods on the market.

Calculations indicate an anticipated annual economic gain from the introduction of the ASIOYa in the republic's footwear trade alone of approximately 1 million rubles. Twelve hours is the maximum period of time required to obtain working machine printout, 7-10 days following the closing of the trade fair to receive all summary data. Times required for the execution of marketing transactions have been reduced. The burden imposed on participants has been cut roughly in half, which has made it possible to reduce substantially the number involved. The need has been eliminated for the operational and control groups with their 30 persons and the computation office with its 60.

It has been shown that, as an effective instrument, the computerized trade-fair data support system is contributing greatly to improving wholesale marketing operations, strengthening the economic ties between industry and trade and increasing the influence trading organizations may bring to bear on suppliers with a view to raising production and improving the quality and assortment of goods. Its introduction also opens up far-reaching possibilities for increasing the effectiveness of market research operations and contributes to improving the methods employed in collecting, processing and analyzing data on market conditions and specific groups of commodities. All of these things are important in the preparation of solidly based requests and orders for consumer goods production and delivery. This precisely is the task set in the decree of the CPSU Central Committee and the Council of Ministers of the USSR on "Improving Planning and Enhancing the Effect of the Management System on Increasing Production Efficiency and Work Quality."

It remains to be added that, after analyzing results of the operation of the first phase of the ASIOYa in the Ukraine, Mintorg SSSR's Ministry of Trade of the USSR Interdepartmental Council on Consumer Demand Research has recognized it as to advantage to disseminate this fund of experience among the other union republics. The view has been expressed that in addition to footwear marketing, the new system should also be employed in conjunction with the holding of trade fairs for other groups of commodities. Of course with consideration of the special characteristics and scales involved, it is now important to develop a general-purpose computerized data-support system for inter-republic marketing operations as well.

8963
CSO: 1823

NEW PLANNING-DESIGN BUREAU FOR MANAGEMENT SYSTEMS SET UP

Tallin SOVETSKAYA ESTONIYA in Russian 30 Sep 79 p 2 .

[Discussion between Ye. Randmaa and bureau director Yulo Erikhovich Pyarnits: "Production Onto a Scientific Basis"]

[Text] A new organization has been created within the republic's light industry, a bureau for the planning and design of management control systems.

At the editor's request, the bureau's director, Yulo Erikhovich Pyarnits, discussed its future operations and the tasks it has before it.

QUESTION: What has necessitated the creation of this organization, which, according to our information, is so far the only such organization, not only in the republic, but in the country as well?

ANSWER: Put in a nutshell, these conditions have been dictated by life itself. As we all know, our economy has now developed to the point where further improvement in the management of the national economy has become a matter of special urgency.

This is also mentioned in the recent party and government decree on improving the operation of the economic mechanism. Among this mechanism's means of affecting the process of increasing production efficiency, a great deal of attention is being focused on improving the system of management and control. The development of our industry may provide an example in confirmation of this. Immeasurably greater demands are today being imposed on the organization of control within the industry as a whole as a single management system. This also applies to product quality and assortment control systems, which now must take ever increasing consumer demand into greater consideration. The decree devoted a great deal of attention to improving the social and personal aspects of enterprise operations as the most important prerequisite for increasing growth

rates and improving work quality. Connected with this is the need to raise the level of professional training provided both supervisory and worker cadres and to develop at a more vigorous pace the means and methods required to increase the creative activity of our engineering and technical personnel. I have indicated only the most important from among a multitude of factors.

QUESTION: In this connection, what tasks above all does the organization have before it?

ANSWER: Our ultimate goal is the development of a control mechanism for the system as a whole, as well as for its individual services, which would realize the maximum return with the minimum expenditures of both material resources and human labor. We will be involved in all aspects of the process of improving management control; in conducting specific studies in the areas of economic development, problems of social and personal welfare and the scientific organization of labor; and in rendering concrete assistance to enterprises in solving these key problems. Remaining as before the primary organization in the area of the development and introduction of new equipment, new technology and the full mechanization of production will be the Mistra nonwoven goods scientific production association.

QUESTION: What about improving control on the basis of the application of econometrics and the employment of computer hardware?

ANSWER: This is one of the key areas of the work we have before us. The scientific-technical revolution has made it possible to isolate out very precisely the fraction of human participation in social production, and the calculation and analysis of this factor is coming to be of primary importance. The automatic system amounts today to the gathering of data and the selection of the optimum production-related solutions. Tomorrow we may rightly expect that an ASU /automated data management system/ will help us utilize the same information for solving management and control problems.

QUESTION: Who are the specialists who will be engaged in the solution of these difficult problems?

ANSWER: The new bureau has been created on the base of the Center for the Scientific Organization of Labor and Management and the Computation Center of the Ministry of Light Industry, with the involvement of several other services from the Mistra association.

The work of the Center for NOT [Scientific Organization of Labor] and the Computation Center has succeeded in winning recognition within the republic and beyond its borders as well. It would be no exaggeration to say that the achievements of our leading enterprises are due in no small measure to this work, since the ministry itself attaches special importance to the scientific organization of labor and management.

As we pointed out at the beginning of our conversation, this is the first such organization in the country; and the Ministry of Light Industry of the USSR is inclined to view it as a unique experiment. We have now to demonstrate the fruitfulness and timeliness of this experiment by our practical activities.

8963

CSO: 1823

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

LEGISLATION ON LABOR OF MINORS

Moscow SOTSIALISTICHESKAYA ZAKONNOST' in Russian No 7, Jul 79 pp 42-43

/Article by M. Gasanov, deputy director of the Institute for Improving the Qualifications of Managerial Personnel of the USSR Procuracy: "Supervision by the Prosecutor of the Execution of Legislation on the Labor of Minors"/

/Text/ It is possible by means of supervision by the prosecutor to effectively wage a campaign against violations of labor legislation only by knowing well the actual state of affairs in the labor collectives. For this the prosecutor must regularly receive from control organs, including the commission on affairs of minors attached to the executive committee of the rayon (city) soviet of people's deputies, data on detected violations of labor legislation, the steps taken to eliminate them and the penalties imposed on minors. Particular attention is directed here to how the executive committees of the rayon (city) soviets are fulfilling the requirements of Article 80 of the Principles of Labor Legislations and whether they have approved plans for the arrangement of work and on-the-job training of young people, including those who have graduated from general educational schools.

Depending on the results of the analysis of these data, the prosecutor selects the object for its verification or commissions the appropriate organs to verify the execution of the legislation on the labor of young people at a specific enterprise. One of the requirements of labor legislation is the establishment of a reserved quota for the hiring of young people. In conformity with Paragraph 11 of the decree of the CPSU Central Committee and the USSR Council of Ministers of 2 February 1966 (SP SSSR, No 3, 1966, Article 26), a reserved quota for the hiring of young people within the range of 0.5 to 1.0 percent of the total number of workers and employees is set differentially for all enterprises and organizations. The people under the age of 18, who are hired at industrial enterprises and construction projects, while undergoing on-the-job training are not included in the average registered number of workers of enterprises and construction projects.

When verifying the conformity to the law of the set norms of the reserved quota for young people, the prosecutor compares the data on the number of people who have graduated from general educational schools with the plan of the job placement of young people, the assigned reserved quota for hiring

and the number of people who are undergoing on-the-job training at the enterprise and organization. The information on the fulfillment of the plan and the reserved quota on job placement is demanded from the commission for the job placement of young people and the commission on affairs of minors. In order to clarify the situation on the status of legality at one enterprise or another it is also possible to utilize the data on the settled complaints and applications of young people, which were received by the organs of the procuracy, the reports of the organs of the supervision and monitoring of the observance of labor legislation on violations in the hiring of young people.

However, it must be borne in mind that in some cases the law prohibits the hiring of young people who have not reached the age of 18. In particular, the use of the labor of people under 18 years of age for difficult jobs and jobs with dangerous working conditions, as well as in underground jobs and work which involves the production, storage and trade in alcoholic beverages is prohibited.

The hiring of people of this category is not allowed without a medical decision, while the hiring of people from 15 to 16 years of age is not allowed without the approval of the factory-plant and local committee of the trade union.

The hiring of young people who have not reached the age of 18 for a job involving material liability is not permitted, since in accordance with the Statute on the Material Liability of Workers and Employees for the Harm Done to the Enterprise, the Institution, the Organization, which was approved by the ukase of the Presidium of the USSR Supreme Soviet of 13 July 1976, it is prohibited to conclude with them a written agreement on complete material liability (VEDOMOSTI VERKHOVNOGO SOVETA SSSR, No 29, 1976, Article 427).

If there are violations of the law, the prosecutor is obliged to appeal against the corresponding orders (regulations) of the administration.

Labor legislation establishes shortened working time for adolescents under the age of 18. In particular, Article 43 of the RSFSR Labor Code set the amount of working time for workers and employees 15 to 16 years of age at 24 hours a week and 16 to 18 years of age at 36 hours; Article 177 of the Labor Code prohibits the involvement of minors in overtime, night work and work on days off and holidays. Similar norms have also been established in other union republics. The violation of the schedule of working time can adversely affect the health of adolescents, therefore it is necessary to check regularly how the organs of supervision and monitoring are keeping track of the fulfillment of the requirements of these norms.

The materials of the checks by prosecutors of the execution of labor legislation on the working time of adolescents attest that it is sometimes violated. The procuracy of Dnepropetrovskaya Oblast during a check at the Dzerzhinskiy Communications Center established that the administration had hired a 15-year old adolescent without the approval of the trade union

committee and in a number of instances had recruited minors for night and overtime work. In accordance with the results of the check the oblast procuracy issued a remonstrance to the chief of the communications center, demanding the immediate elimination of the legal violations.

When verifying the execution of labor legislation on the working time of young people it is advisable to demand a list of the workers by shifts, to ascertain which of them have not reached the age of 18 and as far as possible to discuss with them the questions connected with the observance of the schedule of working time.

The prosecutor should also verify, how the rayon (city) commission on affairs of minors is exercising control over the observance by the administration of enterprises and organizations of the schedule and conditions of work of adolescents, over the creation of the necessary material and general conditions for them and over the status of on-the-job training and educational work.

The discharge of young workers and employees at their own desire at times attests that labor legislation is being violated in the collective, that the work with adolescents is poorly organized. Thus, in Tashkent during the general inspection checks at the canning plant and the baking and confectionary combine attention was directed to the numerous discharges of adolescents at their own desire. The reason for the personnel turnover at these enterprises, it turned out, was that the administration had not created the proper working conditions for minors, had used them in jobs with dangerous working conditions, in ancillary and difficult jobs, had violated the length of the workday and had recruited them for work on the evening and night shifts. At the enterprises the conditions had not been created for the general educational and vocational training of adolescents, they were not interested in their daily life. The Uzbek SSR Procuracy in accordance with the results of the checks took steps to eliminate the detected violations of the law.

When checking the legality of the dismissal of adolescents, it is necessary first of all to study the documents which served as the basis for this. In conformity with Article 183 of the RSFSR Labor Code the administration does not have the right to dismiss a minor without the preliminary approval of the factory-plant and local committee of the trade union and the rayon (city) committee on affairs of minors. Labor legislation also provides for a number of additional guarantees in the case of dismissal on the initiative of the administration. In particular, the dismissal of minor workers and employees for nonconformity to the position held or the job being performed, as a result of inadequate qualification, is not permitted if they did not acquire the appropriate labor skills in connection with the shortness of the length of service or the failure of the administration to take steps to train them.

In accordance with Paragraph 15 of the Instruction on the Procedure of the Material Security of USSR Citizens When Called up for Active Military Service

and When Serving in the Reserves, which was approved by the decree of the State Committee for Labor and Wages of the USSR Council of Ministers and the AUCCTU Secretariat of 29 April 1968, draftees during the year of their call up cannot be dismissed from work on the initiative of the administration, except for people who regularly violate labor discipline.¹

The imposition on the guilty official of the duty to compensate for the harm done by payment during a necessitated absence, as a result of illegal dismissal or a transfer to a lower-paying job or delay in the execution of the decision on reinstatement to a job, is an effective form of combatting violations of the labor rights of young people.

An important role belongs to the organs of the supervision and monitoring of the execution of the legislation on the labor of minors.

According to Article 104 of the Principles, the supervision and monitoring of the observance of labor legislation and labor safety regulations are carried out by state organs and inspectorates, which have been specially empowered to do this and which are not dependent in their activity on the administration of enterprises, institutions, organizations and their superior organs: the USSR State Committee for Supervision of Safe Working Practices in Industry and for Mine Supervision, the State Inspectorate for Monitoring the Operation of Gas Purifiers and Dust Catchers of the USSR Ministry of Chemical and Petroleum Machine Building and others; trade union organs in the person of legal and technical inspectors, the commissions on work among young people and the commissions on labor safety attached to the factory-plant and local committees of the trade unions, the rayon (city) commissions on affairs of minors and the commissions for the job placement of young people.

The ministries and departments exercise intradepartmental control over the observance of legislation with respect to the enterprises, institutions and organizations subordinate to them.

The prosecutors are obliged to verify the legality of the steps taken by these organs on cases of detected violations of labor legislation.

1. See "Sbornik zakonodatel'nykh aktov o trude" /A Collection of Legislative Acts on Labor/, Izdatel'stvo "Yuridicheskaya literatura", 1977, p 461.

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7807
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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

ZHURIKOV ON THE ROLE OF WAGE RATES FOR KOLKHOZ WORKERS

Moscow EKONOMICHESKAYA GAZETA in Russian No 45, Nov 79 p 19

[Article by V. Zhurikov, Chief of the Main Administration for Labor and Social Questions, USSR Ministry of Agriculture, under rubric "Economic Work in the Countryside": "The Role of Wage Rates"]

[Text] At one time the Presidium of the Union Council of Kolkhozes considered the question of the condition of the payment of labor performed by kolkhoz members and the experience of introducing increased wage rates on the level of paying for the labor performed by sovkhoz workers. Our correspondent requested the Chief of the Main Administration for Labor and Social Questions, USSR Ministry of Agriculture, V. Zhurikov, to describe in detail the practical situation with regard to the changeover of the kolkhozes to the new increased wage rates.

On many kolkhozes, realistic conditions have been created for changing over to the new wage rates. However, at the present time they are being employed on far from all the farms. The work of changing the kolkhoz members to the new wage rates has been well organized on the kolkhozes of Estonia, where all the farms pay for the labor performed by the kolkhoz members by taking into consideration the level of payment for the labor performed by sovkhoz workers. In Uzbek SSR 60 percent of the kolkhozes already operate on this basis.

Experience that deserves attention has been achieved in Belorussia, where, on kolkhozes with an insufficient level of development of the economy, not all the kolkhoz members are being converted to the new wage rates simultaneously, but instead the workers in the leading occupations first. Similar work is being carried out on the farms in Lithuania, Moldavia, the Ukraine, and a number of oblasts in the Russian Federation.

At the same time, in Latvia, Turkmenia, Krasnodarskiy Kray, and Voronezhskaya, Saratovskaya, and Belgorodskaya Oblasts, the changeover of the kolkhoz members to the increased wage and salary rates, proceeding from the indicated minimum, is being carried out slowly, although a considerable number of kolkhozes have the realistic economic opportunities for this.

Many kolkhoz councils, in our opinion, do not engage sufficiently in questions of raising the economy of kolkhoz production or improving the system of providing material incentives for labor, and have not been introducing the technically substantiated individual-output norms. The Presidium of the Union Council of Kolkhozes recommended to the republic-level kolkhoz councils that they take the necessary steps for the further improvement of the work involved in raising the economy of kolkhoz production, in improving the payment of labor, and in introducing new wage rates on kolkhozes. It was proposed the the changeover of the kolkhoz members to the new wage rates be begun first of all with the workers in the leading occupations.

In order to reinforce the kolkhoz economy and to raise the level of payment for the labor performed by the kolkhoz members, it is recommended that use be made of a differentiation of purchase prices for agricultural output within the union republics by zones, oblasts, rayons, and farms, as well as other measures aimed at equalizing the economic conditions of production.

Special attention should be directed at intensifying the supervision of the correctness of the application of the recommendations concerning the payment of labor performed on sovkhozes, and also to carrying out a regular consideration, at sessions of the republic, kray, oblast, and rayon kolkhoz councils, of the questions involving the material self-interestedness of the kolkhoz members.

The level of payment for labor performed by kolkhoz workers which has developed at the present time in a number of union republics is lagging behind the level of payment of the labor performed by the sovkhoz workers. This is explained, on the one hand, by the lower labor productivity, as compared with that on sovkhozes, and by the lesser employment rate of the kolkhoz members in social production, and, on the other hand, by the insufficient attention paid by the managers of individual agricultural agencies and kolkhozes to questions of the further improvement of the material incentives provided to kolkhoz members on the basis of increasing the effectiveness of production.

The introduction of the new increased wage rates on kolkhozes must necessarily be linked with the development and implementation of a series of organizational-technical measures for developing production and for reinforcing the farm economy, and for locating additional sources of funds for increasing the payment of labor performed by the kolkhoz members. Factors of particular importance are the more effective use of the land,

technology, and mineral fertilizers; the improvement of the organization and administration of production; the development of specialization and concentration; the systematization of labor norms; and the maximum use of other reserves.

Computations indicate that the new wage rates can be used by kolkhozes which currently pay, for each man-day that has been worked, five rubles or more. However, on a number of farms, instead of systematizing the payment by increasing the role of the wage rate, considerable funds are expended to pay for various kinds of differentials and additional payments, and the attempt is made to equalize arbitrarily the distribution of part of the net income per ruble of wages.

For example, 70 percent of the kolkhozes in Turkmenia and 85 percent of the kolkhozes in Latvia pay, per man-day, more than five rubles, but the new wage rates are being employed on far from all the farms. The same situation prevails on many farms in a number of other republics.

The new wage rates, in our opinion, should also be introduced on the economically weak kolkhozes. But this would require the more active carrying out of work to equalize the economic conditions of production on the farms having soils that have different degrees of fertility and other dissimilar factors of management.

For the partial redistribution of the income among the kolkhozes, one can use the experience of Lithuanian SSR, where, for many years, use has been made of the differentiation of the purchase prices of products of animal husbandry by zones, rayons, and farms. That made it possible to eliminate the loss rate, to equalize the total profitability of production on the kolkhozes of all the zones, and to increase the material incentives on the farms located under worse natural and economic conditions.

The introduction of the new wage rates reveals the necessity of devoting more attention to the correct distribution of public income, to the observance of economy measures, and to the intensification of the link between payment and the final results of production.

Unfortunately, a considerable number of farms have been violating the instructions pertaining to the material incentives and the establishment of labor norms, and there have been instances of underpayments and overpayments to the kolkhoz members for work that has been fulfilled.

For example, in conformity with the existing recommendations, the payment of the labor performed by tractor operator-mechanics who are employed in repair, farm, and horse-and-manual operations, must be done according to the rate in Category III of the wage scale for tractor operator-mechanics. However, certain kolkhozes pay for their labor in these operations on the basis of the rates for work to be fulfilled. As a result, considerable

amounts of money are underpaid to the mechanizers. For example, this was the reason why tractor operator-mechanics on the Krasnyy Signal Kolkhoz, Pochevskiy Rayon, Bryanskaya Oblast, were underpaid 3000 rubles, and the mechanizers on the Slava Kolkhoz, Kletnyanskiy Rayon, Bryanskaya Oblast, were underpaid 9000 rubles.

Frequently an incorrect determination is made of the work longevity of the tractor operator-mechanics and the wage increases based on longevity are imprecisely established. For example, on a number of kolkhozes in Kirgizia, the wage increase on the wages paid to mechanizers on the basis of their longevity is computed in a lesser amount that is stipulated by the recommendations, and on the Pobeda Kolkhoz, Leninopolskiy Rayon, it is not paid at all. On the Kolkhoz imeni Karl Marx, Kara-Suyskiy Rayon, Oshskaya Oblast, the wage increase for longevity is computed for the wages without taking into consideration the days off, the wage increases for proficiency level, or the additional payments for output. On individual kolkhozes, no use is made of the established measures for encouraging the tractor operators to keep the technology in good working order, to increase the service life of the tractors and combines, or to save fuel and lubricants.

Inspections have established shortcomings also in the establishment of labor norms for kolkhoz members. The technically substantiated individual-output norms are still being introduced slowly, and the use of lowered norms is leading to a considerably overexpenditure of manpower and funds to pay for it. For example, on the Moskva Kolkhoz, Karakumskiy Rayon, Maryyskaya Oblast, Turken SSR, the reduction of the individual-output norms in cotton-growing led to an overexpenditure of 25,000 norm-shifts and to the excessive payment of funds for wages, in the amount of 82,400 rubles. Instances such as this are encountered on other farms as well.

One of the leading categories of workers on kolkhozes is the category of animal husbandrymen. But the process of raising their proficiency level and awarding them the title of "Expert Animal Husbandryman," Classes I and II, which enables them to receive an increase in their wages, has been organized on very few farms. It is not by accident that the share of the animal husbandrymen who have this title is lower on kolkhozes than it is on sovkhozes. The questions of improving the organization, norms, and payment of the labor performed by kolkhoz members must be given more attention by the agricultural administrators and specialists.

5075

CSO: 1823

TRANSPORTATION

MINISTRY OF RAILWAYS CALLS FOR IMPROVED RAILROAD PERFORMANCE

Railroad Performance in Winter

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 2 Nov 79 p 1

[Article by A. Shramov, chief engineer of the Main Freight Administration of the Ministry of Railways: "Winter, a Car in Tupik"]

[Text] The first few weeks of early winter pose the following problem for the managers of enterprises: to check out whether or not the transportation and supply departments are ready for operations under the conditions of low temperatures and heavy snowfalls.

Last winter a considerable portion of the rolling stock "sat" for a long time on sidings. On certain days last winter as many as 40,000 railroad cars remained unloaded at industrial enterprises. For example, some 20 half-loaded cars remained standing idle at the gate of the Novolipetsk Metallurgical Plant for many weeks. The same scene could be witnessed at a number of metallurgical plants in the Donbass, the Urals, Western Siberia, and at many enterprises of the chemical industry and those of non-ferrous metallurgy. These unforeseen delays brought about an acute shortage of railroad cars and dragged after them a chain of serious disruptions in the supply of raw materials and fuel to enterprises, construction sites, and electric power plants.

But how should all these harsh lessons be considered now? During the second and third quarters together with the sectorial ministries and the managers of enterprises and organizations developed and implemented measures aimed at increasing the readiness of enterprises sidings and stations to take part in operations under winter conditions. Joint checks of the transportation and supply department as well as the rolling stock have permitted the disclosure and elimination of deficiencies in good time. The enterprises served by the Southern Urals Railroad have prepared their own departments particularly well for winter. The labor cooperation between the industrial enterprises and the railroad workers, as approved by the CPSU Central Committee, helped in this instance as well: over the summer here they were able to eliminate the consequences of lags which had been allowed

in January and February, while on the whole the total railroad car idleness on this line has been reduced by 0.2 hours in comparison with last year. There are also other examples of a high degree of preparedness on the part of enterprises' transportation workshops towards overcoming winter difficulties. By today some 70 percent of the sidings have been recognized as suitable for operation during the present winter.

The remaining 30 percent, however, are a cause for very well-founded anxiety. The managers of the transportation workshops of these enterprises have inadmissibly delayed the resolution of urgent problems. Strangely enough, the Novolipetskiy Metallurgical Plant is "in the lead" now also among those which are lagging behind. Despite the fact that a certain amount of preparatory, pre-winter work has been carried out there, the track system and the rolling stock, car dumpers, garages, and defrosters have not been fully repaired. In selective checking during just two 10-day periods we registered 30 instances when cars were derailed at sidings. And in all because of various operational problems last month the Novolipetskiy Plant was unable to accept and unload more than 20 trains with scrap metal, flux, and other metallic raw material. Is it possible that the Novolipetskiy metallurgists intend to work during the winter with such "work in progress?"

No less serious are the defects in the transportation workshops of the Cherepovetskiy, Kommunarskiy, Yenakievskiy, Makeevskiy imeni Kirov, Zhdanovskiy "Azovstal'," and imeni Il'ich Metallurgical Plants, as well as the Nizhnetagil'skiy, and Kuznetskiy Metallurgical Combines.

The sidings have been poorly prepared at a number of the most important chemical industrial enterprises: the Balakovskiy and Cherepovetskiy Chemical Plants, as well as the "Azot" Novgorod Production Association. At the Uvarovskiy Chemical Plant the transportation system does not at all correspond to the actual volumes of work, and the railroad car idle times there exceed the norm by a factor of 4.5.

One cannot help think: why don't the managers of these plants and associations take effective measures to unplug such "bottlenecks"? Moreover, even the enterprises themselves undergo considerable financial losses from the fact that at critical phases they are lacking in a regular supply of raw material, fuel, and other materials.... In our opinion one of the basic causes—which has become common—is regarding the transportation workshops as secondary sections.

The July decree of the CPSU Central Committee and the USSR Council of Ministers with regard to improving planning and improving the economic mechanism provides for the development of measures designed to improve the transportation process. Obviously, special attention must be paid to increasing the responsibility of industrial enterprise managers for the development of plant transportation workshops. This is important because more than 80 percent of all freight-handling operations carried out on railroads are conducted on sidings.

Railroad System Improvements Needed

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 23 Oct 79 p 2

[Article by B. Morozov, deputy Minister of Railways: "Reserves of Great Speed"]

[Text] In order to satisfy the needs of the national economy, railroad transportation must be developed by surpassingly high rates. And it must even have a certain reserve for steady operations during the heightened seasonal hauls, for example, of agricultural produce and passengers.

Under present-day conditions this can be achieved only on the basis of a high level of organization and the technical machine-worker ratio in all branches of railroad transportation. And we must say that at the present time the network is being supplied more and more with new, up-to-date equipment. Embarking upon the steel main lines are high-capacity, reliable locomotives which make it possible to increase the speed and the weight of the trains, thereby facilitating not only an increase in the traffic capacity of the sections but also a reduction in the time periods required to deliver goods to the customer. Today, at the initiative of groups on the Moscow Railroad, locomotive engineers have already begun to drive rolling stocks weighing up to 6,000 tons, which is more than 1 1/2 times greater than was the case, let's say, 2 or 3 years ago. The possibilities for rolling stock have been expanded considerably. Industry is supplying transport with all-metal railroad cars with wheel pairs mounted on roller bearings and underframe running trucks of improved design, capable of guaranteeing a speed of up to 120 km per hour. The products list of cars for delivering special goods has been expanded. The machine-builder are set to produce two-tier flatcars, rolling stock for hauling cement, grain, livestock products, etc. Also solved for us is such a problem, so important for the national economy, as transporting large-scale items of heavy industry and electric power engineering: today we have at our disposal transport cars which can deliver to a designated place structural elements weighing as much as 450 tons. And the track itself has become stronger. Now being laid on 85 percent of its length are heavy types of rails on a crushed-rock base; these allow to put through heavy-weight rolling stocks with increased speeds on such sections.

In a word, progress in railroad transportation is obvious. Nevertheless, despite the over-all growth in the technical efficiency of the steel main lines, the status on a number of sections is not entirely favorable. And in first place in the most important link is track maintenance, whose share in the sum total of the fixed capital of railroad transportation amounts to almost 55 percent. And it is hard to convince anybody of the fact that the success of the entire hauling process depends, to a large extent, on the condition of the track and the level of its maintenance. But the technical efficiency of the track system lags far behind the growth of freight density. Thus, if this indicator increased during the past 10

years by a factor of 1.5, the level of track maintenance mechanization increased by only 27 percent. At present, for example, 63 percent of the operations carried out by trackworkers in order to daily maintain the steel main lines in a normal condition are performed manually. The lack of prestige in such labor has led to a significant outflow of workers, especially among youth, from this branch of railroad transport, where some half a million persons are employed today in unskilled labor.

In the conditions which have taken shape the sole way out has been provided for precisely--the mechanization of track repair and maintenance, the radical break-up of obsolete technology in performing track operations. And we are ready for it. The Main Track Administration of the Ministry of Railways has at its disposal the design documentation for manufacturing a number of highly efficient track machines and mechanisms. But a high-capacity production base is necessary for this. But such a base, unfortunately, does not exist on the scale in which it was envisaged. The Ministry of Railways has been compelled to employ its own efforts to manufacture certain extremely necessary equipment at its own enterprises, which were intended for completely different purposes--the repair of equipment. In these enterprises we are making leveling machines using the Balashenko system, semi-automated lines for assembling and disassembling a track grid, hopper-batchers, and other mechanisms. However, the nonspecialized enterprises of the Ministry of Railways are capable of manufacturing only a number of units of such machines, while hundreds of them are needed each year. It is not hard to imagine how many persons could be freed from heavy physical labor, if, for example, just one rubble-clearing machine of the "BMS" type, which is being manufactured in small quantities by our Poltava Diesel Locomotive Repair Plant, can replace more than 300 persons....

People could object as follows: but how can this be so since there exists a special Ministry of Heavy and Transport Machine Building? Unfortunately, this ministry satisfies the railroad workers' demand for track mechanization by an average of 30-35 percent.

But why did it turn out this way?

Over the period of the last 11 years several solutions of this problem have been adopted. According to one of these solutions, the Ministry of Heavy and Transport Machine Building by the end of 1970 was supposed to have been basically finished with the modernization of the Zirovskiy Machine-Building plant imeni 1 May, the Tikhoretskiy Heavy Track Machine Plant imeni Vorovskiy, the Engel'skiy Transport Machine-Building Plant, and the Tula Railroad Machine-Building Plant imeni Kalinin, turning out equipment for trackworkers. Furthermore, this ministry was supposed to present proposals concerning the construction of a new enterprise and the creation of an integrated scientific research and technical planning institute. As we have seen, it was planned to create a consolidated scientific, experimental design, and industrial base for track machine building. But all these fine ideas have remained still just ideas: the institute was not created,

the new plant was not built, and the modernization of the enterprises was not carried out in the planned volume.

Subsequently as well the Ministry of Heavy and Transport Machine Building pledged to develop these possibilities on several occasions. In the decree of the CPSU Central Committee and the USSR Council of Ministers, "On Measures To Develop Railroad Transportation during the Period 1976--1980" it was indicated again that work would be completed on modernizing the Kirovskiy, Engel'skiy, Tul'skiy, and Tikhoretskiy Plants, as well as the Kaluzhskiy Machine-Building and Transport Machine-Building Plants. Unfortunately, even this decision has not been carried out. At Tikhoretskiy, for example, up to now not half of what was intended has been completed. And it was there that everything should have been finished during the current year. In the drafts of their own plans the Ministry of Heavy and Transport Machine Building in general outlined its intention to finish building the Tikhoretskiy Plant only at the end of the 11th Five-Year Plan. The decree provided for the beginning from this year on of the erection and first phase of a new enterprise, but this task has not been carried out.

Disturbed by this situation, our ministry has on several occasions addressed a demand to the Ministry of Heavy and Transport Machine Building and USSR Gosplan that the tasks set by the party and the government be carried out. More than once we have met with the responsible officials of the Ministry of Heavy and Transport Machine Building and have taken decisions agreed upon jointly with them, but the cart, as the saying goes, is stuck there. Thus, in 1975 we together worked out a coordinated plan for creating and developing new types of production and highly reliable track machines. It was precisely outlined as to who, what, and when things were to be done. And what were the results. For the most part, this plan has not been fulfilled.

A weak production base is, naturally, incapable of supplying the rapidly growing needs for track equipment. The most labor-consuming and complicated operation within the complex of operations is straightening out the tracks with respect to both grade and cross-section. In due course a licence was purchased to produce highly productive machines, completely mechanizing and automating these processes. And already by the end of the current five-year plan the Ministry of Heavy and Transport Machine Building was obliged to sharply step up the production of these machines. But let's examine how they have carried out their tasks. In 1978 the Ministry of Heavy and Transport Machine Building reduced its plan in this field by more than half, in 1979 by a factor of more than 3.5, while in 1980 it is planned to "cut" its assignment by more than a fourth.

Nor is everything well with regard to equipment quality. The straightening and driving units being turned out by the Kaluzhskiy and Kirovskiy Machine-Building Plants stand idle for a long time on the railroad tracks because of their poor reliability and the long periods of time required for start-up and adjustment operations. Thus, during the current year 30 machines were

received, but only 20 were put into operation. Moreover, the manufacturing plants have not yet put into operation five units which were made back in 1978. Some of them stood idle for 10-11 months, while plant defects were being eliminated. At the Moscow Railroad Terminus alone the total down time of such machines comprised more than 300 work days. The pool of track machines also has a great deal of idle time because of a lack of spare parts for them: hydraulic systems, transmissions, driving units, etc.

The models of track equipment are being modernized with extreme slowness. Many new machines await their turn for years on the plant's assembly line. In 1974, for example, successful tests were run on the "VPO-2-3000" straightening-driving-finishing machine. With regard to many indicators it is better than the model which is now being produced. But even now we still do not know whether or not it will be manufactured on a regular basis. For more than five years we have not been able to come to any kind of agreement with the Ministry of Heavy and Transport Machine Building with regard to the manufacture of the "ShchOM-Zu" rubble-clearing unit, the Balashenko snow-and-dirt-clearing machine, the "SS-1M" planing and snow-clearing machine, or the snow-clearing rotary-cutter, which is 10 times as productive as the models now being produced.

This mournful list could be continued. It is more important, however, to note the following: if the machine builders do not guarantee surpassing rates of production in turning out the needed machines, then, as calculations have shown, given the proposed growth in freight turnover, it will be necessary to double the staff of track workers; but this is impossible for practical reasons.

Already now on approximately one-third of the railroads for various reasons --among which the shortage of equipment is one of the most serious--the trains are moving more slowly than they could. According to the calculations of economists the national economy is losing about 40 million rubles a year for this reason. That amounts to approximately one-half of the total amount which has been provided for developing the capacities of track machine building for the entire current five-year plan!

2384

CSO: 1823

TRANSPORTATION

NEW SUPER-EXPRESS TRAIN ER-200

Moscow IZVESTIYA in Russian 17 Nov 79 p 1

[Article by V. Petrov, correspondent of OKTABR'SKAYA MAGISTRAL': "The ER-200 Hurries to Moscow: First Passenger Run by the High-Speed Super Express"]

[Text] This silvery-light-blue train, which on 16 November stood by one of the platforms of the Moscow Station in Leningrad, was attracting the attention of many passengers. The color of the train was unusual, and it had eight long cars.

"Can this possibly be a passenger train?" curious people were asking. Before us indeed was the new ER-200 (Electric Train Riga) passenger express. It can develop a speed of 200 km per hour.

As early as 1976 the Leningrad railroad workers proceeded to subject it to all kinds of tests. In the beginning, as is established practice, these were done without passengers. They tested literally everything--the traction-power units, the automatic apparatus, the strength properties of the cars, the brake systems, the purity of the air in the cars, and the sanitary facilities.

At the end of October the authoritative commission, after studying the results of all these tests, gave the "okay" for the first run with passengers aboard. By this time the main cars of the ER-200 had "piled up" about 100,000 km in experimental runs. The reserves are reliable, allowing the maximum load to be applied to each unit and to every little screw.

Half an hour before its departure the ER-200 began to take on its passengers. Carpeted floors, walls finished in plastic of pleasant color tones, luminescent lighting, high, soft chairs, fresh air coming in through conditioners--this is what they found "on board" the super-express.

While the people were settling in to the 64-seat cars, we chatted with B. Belokosov, deputy chief of the Oktyabr' Railroad.

"In order to better regulate the flow of passengers, which is increasing from year to year, we must increase the speed of trains. And the passengers will like it if, for example, the ER-200 takes them from Leningrad to Moscow not in 7 or 8 hours, as at present, but rather in 3 hours and 50 minutes."

Engineer First-Class A. Marin lets out a prolonged whistle. At exactly 12:50 a.m. the new train "sets out" for the capital of our Motherland.

In the first car, where the test people were sitting along with the creators of the ER-200, locomotive service workers, repairmen, and journalists, an electronic display-panel was located in a prominent place. Green figures began to "jump out" on it: 96...142...159.... The super-express tore along farther and farther, but within the cars there was only an even kind of swaying, while the forests, fields, and houses along the railroad merged together outside the windows. All of this told us that we were traveling at a high rate of speed.

Assistant Engineer G. Shishkov declared the following: "It's easy to drive this train. I have become convinced of that after three years of tests. We even have an automatic engineer. If you switch it on, everything will be handled automatically. In a word, it is a powerful, up-to-date, reliable machine, and it has a great future."

The ER-200, in whose creation almost 50 Soviet organizations and enterprises of the USSR Ministry of Railways took part, is the first in the system of high-speed traffic in railroad transportation. Before too much more time passes, similar passenger runs will take place on a regular basis.

On 17 November the ER-200, having taken on passengers in Moscow, sets out on its return trip--to the city on the banks of the Neva River.

2384

CSO: 1823

TRANSPORTATION

SUMMARY OF OCTOBER TRAIN TRAFFIC

Moscow GUDOK in Russian 17 Nov 79 p 2

[Article: "Adhering to the Schedule"]

[Text] Throughout the network as a whole in October 97.6 percent of long-distance the local and 99.2 percent of suburban passenger trains were dispatched on schedule. Their traffic was well organized on the Zabaykal'skaya, Donetskaya, Belorussian, Baltic, Oktyabr', Zakavkazskaya, and Yugo-Vostochnaya Railroads.

A total of 493 passenger trains were dispatched late on the Zapadno-Sibirskaya, Sverdlovskaya, and Kemerovskaya Railroads.

A 100-percent adherence to the schedule by passenger trains was provided only by the Baykalo-Amurskaya group. The passenger-train schedules were observed on the Oktyabr', Baltic, Yugo-Zapadnaya, Belorussian, Dnieper, and Moldavian Railroads. As compared to the corresponding period of last year there was an improvement in passenger-train traffic on the Severo-Kavkazskaya and Alma-Atinskaya Railroads.

This could not be said about the groups of the Zapadno-Sibirskaya, Kemerovskaya, Azerbaijan, and Yuzhno-Ural'skaya Railroads. The latenesses of passenger trains here were caused by serious deficiencies in the repair and maintenance of tracks, locomotives, and cars. The failure on the part of stations, divisions, and railroads to receive trains also had an effect.

Passenger trains coming in late from neighboring railroads, to a considerable extent, complicated their on-schedule traffic on the Zakavkazskaya, Donetskaya, Zapadno-Kazakhstanskaya, Kuybyshevskaya, and Moscow Railroads.

The traffic schedule for freight trains was adhered to by 78.7 percent throughout the network as a whole. More than 90 percent of them kept to their schedules on the Moldavian, Dnieper, Belorussian, and Gor'kovskaya Railroads. As compared to the corresponding period of last year, adherence to the schedule was improved on the Baltic, Moscow, Gor'kovskaya, Severnoy, Yugo-Zapadnaya, and Severo-Kavkazskaya Railroads. First place for a precise organization of their traffic was won by the Dnieper Railroad.

On a number of railroads, primarily on the Tselinnaya, Yuzhno-Ural'skaya, and Zapadno-Sibirskaya, the level of traffic adhering to the schedule was somewhat lower than in October of last year. This was caused by deficiencies in the maintenance of locomotives, cars, and tracks, as well as by the nonreception of trains by stations, divisions, and railroads.

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